

Jan'y 4.

NEWS FROM THE HERRING FLEET,

Four Vessels to Sail With Cargoes of Frozen Herring.

Two Crafts Also Loaded With Salt Bulk Herring.

News from the herring fleet at Bay of Islands, N. F., for the past week is very scarce and even the usual Saturday night telegrams were missing, so that as far as direct news is concerned, owners here are quite in the dark as to loadings and sailings during the past few days. The last reports indicated mild weather in the Arms, but reports from the northward dark as to loadings and sailings during the past few days.

One wire from the island of Anticosti, where the gulf ice pack is sighted about as soon as anywhere, reported Saturday night no ice in sight, but the thermometer was six below zero. From a point at the entrance of the straits of Belle Isle, where the Arctic floe first makes its appearance, the last word was that the straits were again pretty clear of ice, but that the thermometer registered the low mark of 24 below zero.

A solitary dispatch received here

Saturday night indicated that the weather at Bay of Islands was moderate.

The Boston Fish Bureau had a telegram from Birchy Cove Saturday which read:

"The following vessels are loaded and ready to sail first chance, Mariner, Willard, Ralph L. Hall and John R. Bradley with frozen herring and schs. Arcadia and Dauntless with salt bulk herring. Fishing fair and a good frost."

Sch. Mariner is a Nova Scotia craft, or the name may be confounded with the Ellen Maxner, a Lunenburg, N. S., craft, known to be there for frozen herring and supposed to be quite well along on her load. Sch. Willard is thought to be a Newfoundland craft, as the American sch. S. P. Willard of this port is there loading salt herring. Schs. John R. Bradley and Ralph L. Hall are both of this port, as are schs. Arcadia and Dauntless.

The Nova Scotia vessels at Bay of Islands for frozen herring cargoes are schs. Ellen Maxner, Coronation, Junia-ta, Clintonia, Muriel M. Young and Earl V. S.

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LARGE HALIBUT FARE.

Pacific Coast Steamer Landed \$225,000 Pounds at Tacoma.

One of the largest fares of fresh halibut ever landed was that brought into the port of Tacoma, Washington, a few days ago by the steamer Zapora, Capt. Johansen. The craft was from the Cape Scott grounds and had 225,000 pounds of fine fish which were shipped to the eastern market.

Capt. O. A. Johansen brands as false the reports sent from Vancouver, B. C., last week in which it was stated that the steamer had been overhauled by the Canadian fishing cruiser Kestrel for alleged violation of the Canadian regulations and had been fined \$1,600. Capt. Johansen added that he did not sight the Kestrel, the only vessel spoken being the fishing steamer Flamingo.

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SPRUNG BAD LEAK.

But Sch. Cynthia Brought Good Trips of Fish.

Sch. Cynthia, Capt. Geoffrey Thomas, which arrived at this port during last night, developed a bad leak on the homeward passage, and the crew had about all they wanted of working at the pumps to keep her free. The leak first showed last Wednesday night and from that on, it took one pump to keep her free.

Notwithstanding the leak Capt. Thomas finished up his trip and with 70,000 pounds of haddock, well iced, kept off for market. They struck a heavy breeze, but that made no difference to the Cynthia's men; they were bound to market and to market she had to come, leak or no leak.

With three in a watch they ploughed along through it, the watch being able to keep the vessel free all the time. One watch slipped up at the pump and the craft made so much water that the succeeding watch and the one following had to work both pumps to free her.

The craft was hauled out on the railways today, and the leak was discovered under the forefoot and can easily be repaired.

FIRST SHAD OF SEASON.

Arrived at Fulton Market from Carolina Coast Today.

The first shad of the season reached New York today. There were only 25 in the consignment, but they were sold to arrive at high figures, within 10 minutes after it was known they were on the way. The fish were "hucks" from the Carolina coast.

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TIMES FISH

Today's Receipts.

Sch. Slade Gorton, Cape Shore, 55,000 lbs. fresh fish.
Schs. Cynthia, via Boston
Schs. Ida S. Brooks, shore.
Sch. Maud F. Silva, shore.
Sch. Julietta, shore.

Today's Fish Market.

Round pollock, 55 cts per cwt.; gutted 60 cents.
Salt George cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb for white and 8 cts for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large \$2.00; mediums, \$1.65; Eastern cod, large, \$1.90; medium \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts; hake, 75 cts; pollock, 70 cts.
Eastern deck headline cod, \$4.00 for large and \$3.00 for medium.

Boston.

Sch. Washakie, 14,000 haddock, 2500 cod, 4000 pollock.
Sch. Matiana, 6300 haddock, 1800 cod, 2000 hake.
Sch. Dorothy, 4000 haddock, 2000 cod, 500 hake.
Sch. Minerva, 3000 haddock, 2000 cod.
Sch. Athena, 8500 haddock, 1200 cod, 1000 hake, 2000 cusk, 1000 pollock.
Sch. Evelyn L. Thompson, 10,000 haddock, 2000 cod, 1000 cusk.
Sch. Angie B. Watson, 11,000 haddock, 3000 cod, 11,000 hake.
Sch. Mary E. Cooney, 5000 haddock, 1000 cod, 1000 hake.
Sch. Carrie F. Roberts, 1500 haddock, 200 cod, 2000 hake.

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Today's Receipts.

Sch. Catherine and Ellen, via Boston.
Sch. Leo, shore.
Sch. Flora J. Sears, shore.
Sch. Edith Silveira, shore.
Sch. Walter P. Goularte, shore.
Sch. Maud F. Silva, shore.
Sch. Ida S. Brooks, shore.
Sch. Mertis H. Perry, shore.
Sch. Belbina P. Domingoes, shore.
Sch. Thomas J. Carroll, shore.
Sch. Seaconnet, shore.
Sch. Florida, shore.
Sch. Joseph H. Cromwell, shore.
Sch. Boyd and Leeds, shore.
Sch. Julietta, shore.
Sch. Nellie Dixon, shore.
Sch. Athena, shore.
Boats, 115 bbls, fresh herring.

Vessels Sailed.

Schs. Mary Edith, Athena, Minerva, Rob Roy and James W. Parker.
Sch. Mina Swim, Boston.
Sch. Annie and Jennie, pollocking.

Today's Fish Market.

Round pollock, 55 cts per cwt.; gutted 60 cents.
Salt George cod, large \$4.00, mediums, \$3.00.
Bank halibut 11 cts. per lb for white and 8 cts for gray.
Salt pollock, \$1.50; salt haddock, \$1.50.
Eastern salt shack trip cod, \$3.25 per cwt. for large and \$3 for markets.
Splitting prices for fresh fish, Western cod, large \$2.00; mediums, \$1.65; Eastern cod, large, \$1.90; medium \$1.50; cusk, \$1.60 to \$1.65; haddock, 80 cts; hake, 75 cts; pollock, 70 cts.
Eastern deck headline cod, \$4.00 for large and \$3.00 for medium.

Boston.

Sch. Cynthia, 60,000 haddock, 10,000 cod, 1500 halibut.
Sch. Teresa and Alice, 4000 haddock, 1000 cod, 2000 hake.
Sch. Tecumseh, 17,000 cod.
Sch. Flavinalla, 5090 haddock, 2000 cod, 5000 hake, 2000 cusk.
Sch. Olive F. Hutchins, 9000 haddock, 2000 cod, 6000 hake.
Sch. George E. Lane, Jr., 11,000 haddock, 3000 cod, 6000 hake.
Sch. Mina Swim, 4000 haddock, 1000 cod, 3000 hake.
Sch. Junia-ta, 12,000 haddock, 1000 cod, 1000 pollock.
Sch. Hortense, 3000 haddock, 1000 cod, 2000 hake.
Sch. Ethel B. Penney, 5000 haddock, 4000 cod, 1500 hake, 1000 cusk.
Steamer Spray, 64,000 haddock, 1000 cod.
Sch. Manhasset, 15,000 haddock, 5000 cod, 2000 pollock.
Sch. Appomattox, 15,000 pollock.
Sch. Warren M. Goodspeed, 6000 haddock, 2000 cod, 1000 hake.
Haddock, \$1.50 to \$3.00 per cwt.; large cod, \$2.50; market cod, \$2; hake, \$1.25; pollock, \$1.50.
Sch. Sylvia M. Nunan, 8500 haddock, 2000 cod, 2000 hake.
Sch. Cherokee, 1500 cod.

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Sch. Mary T. Fallon, 5000 haddock, 2000 cod, 5000 hake.
Sch. Sylvester, 2000 cod.
Sch. Mary E. Cooney, 7000 haddock, 3000 cod.
Sch. Mattakesett, 18,000 haddock, 3000 cod, 1500 hake.
Sch. Thomas Brundage, 4000 haddock, 4000 cod, 4000 hake.
Sch. Victor and Ethan, 18,000 haddock, 500 cod, 4000 hake.
Sch. Esther Gray, 12,000 cod.
Sch. Little John, 4000 cod.

Fishing Fleet Movements.

Schs. Kernwood was at Yarmouth, N. S., Thursday with 8000 pounds of haddock.
Schs. Thomas A. Cromwell and Eben Parsons are on Burnham's railways.
Sch. Marion Turner was at Portland Saturday with 24,000 pounds of fresh fish.
Capt. John Stream will begin tomorrow to fit out sch. Kineo for halibuting.

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CRAFT LEAKING.

Capt. Heckman Made Repairs at Lunenburg, N. S.

Sch. Slade Gorton, Capt. George E. Heckman, before reported sprung aleak on the banks and putting into Halifax to go on the ways, arrived at this port late yesterday afternoon and took out her fare at the Gloucester Fresh Fish Co.

Capt. Heckman reports that the accident happened just after the craft had started for home with 60,000 pounds of fresh fish in the hold. They were about 60 miles off Halifax when the leak was discovered, and it assumed such proportions that Capt. Heckman decided it unwise to proceed, and put into Halifax, intending to go on the ways there. The ship, however was filled and there was no chance so he hustled the schooner to Lunenburg, where she was hauled out and the leak discovered and fixed and the vessel then started for home, arriving all right.

Capt. Heckman gives the marine railway and ship carpenters at Lunenburg the best kind of a name, saying that they know their business and attend to it thoroughly, being moderate in their charges and expeditious.

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Sch. William A. Morse.
Sch. Joseph H. Cromwell, 2000 haddock, 2000 cod, 6000 hake.
Sch. Manomet, 6000 haddock, 4000 cod, 1000 hake.
Sch. Arthur Binney, 7000 haddock, 12,000 cod, 1000 hake.
Sch. Blanch F. Irving, 15,000 cod.
Sch. Catherine D. Enos, 20,000 cod.
Sch. Elizabeth W. Nunan, 10,000 haddock, 2000 cod, 3000 hake.
Sch. Rebecca, 4000 haddock, 500 cod, 3000 hake.
Sch. Raymah, 10,000 haddock, 1000 cod.
Sch. Pontiac, 24,000 haddock, 2000 cod, 2000 hake.
Sch. Galatea, 10,000 haddock, 3000 cod, 4000 hake.
Haddock, \$2 to \$2.75 per cwt.; large cod, \$2 to \$2.50; market cod, \$1.50 to \$1.75; hake, 50 cts. to \$2.50; pollock, \$2.00.

Fishing Fleet Movements.

Capt. George E. Heckman of sch. Slade Gorton reports speaking sch. Effie M. Prior on Saturday evening off Cape Sable.
Capt. Geoffrey Thomas of sch. Cynthia reports speaking sch. Morning Star, Capt. Freeman Decker, on Western bank recently, with all well.

PORT OF GLOUCESTER.

Arrived Today.

Sch. Gatherer, Boston, to load salt.

Jan'y 6.

The latest news of the herring fleet at Bay of Islands, N. F., is of gravest import, as there is nothing in it which can be construed as good, or even encouraging. It is absolutely authentic and comes from one of the most conservative skippers now there, from here, and is to one of our leading firms, which keeps in constant touch with the actual condition of affairs there.

Despite the news published in other papers, and for which no authentic basis can be found here, to the effect that practically all the fleet at Bay of Islands have secured cargoes of herring, either frozen or salted, and sailed for home, it is safe to say that the actual situation is far from that. As published in the Times yesterday, five vessels were loaded and ready to sail at the first chance, but that is far indeed from being anywhere near the whole fleet in the bay for herring cargoes. Practically no stock is taken in the report here.

This noon, a dispatch came to one of the leading concerns, and from a source which entitles it to the fullest credence, which says:

"Herring very scarce today. No frost today. Two vessels, John R. Bradley and one other, loaded and ready to sail."

The Bradley and the other vessel are among those mentioned in the Times dispatch of yesterday.

By the above telegram it can be seen that not only are herring scarce, but that there is no frost and this of itself is enough to show that the "all loaded" dispatch is far from correct.

It is also known that one of the vessels that went late for a salt herring cargo, sch. George Campbell, may

return with no cargo of any kind. This shows the true situation of affairs at Bay of Islands.

The whole Bay of Islands herring situation can be briefly summed up to date, as follows. Last season at this time, the vessels coming home had landed 39,588 barrels of salt herring and 4670 barrels of frozen herring. This season, thus far, the vessels home have landed but 26,564 barrels of salt herring and 3800 barrels of frozen herring.

Regarding the fleet yet to arrive, the situation is as follows: Schs. John R. Bradley and Ralph L. Hall are on the way or ready to sail with frozen herring cargoes, also two British vessels, one of which is reported bound to Halifax and the other to the American market. Schs. Dauntless and Arcadia are also on the way or ready to sail with salt herring cargoes, having some frozen goods on the side.

Of the vessels of the American fleet yet at the bay, schs. Oriole, Avalon, Harry A. Nickerson, Patrician, Veda M. McKown, Fannie A. Smith, Lena and Maud, Ingomar, Saladin, and Bohemia are there for straight frozen herring cargoes.

Schs. Lottie G. Merchant, S. P. Willard, William Matheson, and George Campbell are after salt herring cargoes.

Schs. Arkona, Tattler, Aloha, Smuggler, Hiram Lowell and Essex are there for mixed cargoes of salt and frozen herring.

Of all these, two may probably be on the way in a few days, in addition to those mentioned yesterday, as ready to sail, but the above is a fair, impartial statement of the actual situation at Bay of Islands.

Beside these, the Nova Scotia schs. Clintonia, Coronation, Earl V. S., Muriel M. Young and Junata are there for frozen cargoes.

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RESUME OF FISHERY YEAR.

Season Successful in All Branches Except Mackerel.

Steam Beam Trawlers the Greatest Menace To Industry.

The following resume of the fishery year of 1908, together with the summing up of the mackerel situation and statement of facts regarding what the continued operations of the French steam trawlers on Quere bank means to the fishing fleets of New England and Nova Scotia, is from the pen of one of Gloucester's leading business men, a member of one of the largest fishing concerns in the country, who has made the fisheries of this and other nations a life study and is therefore qualified to speak authoritatively on questions of import pertaining to them, especially as regards the home fisheries. He says:

The year of 1908 may be said to have been a fairly successful one in the fisheries of Gloucester.

In loss of lives and vessels, Gloucester has been fortunate in that they have been below the average. In remuneration, the fishermen (excepting those that have been engaged in the mackerel fisheries) have been fairly rewarded. The crews of some of the high liners in the shack fleet have made from \$800 to \$1000 per man for their year's work. The crews of the bank cod fleet have done better than for some years in the past, especially those men engaged in the dory hand-line cod fisheries. Some of the vessels of that fleet did exceptionally well.

Catches in Fish.

The catch of codfish, as reported by the marine reporter and statistician of the Gloucester board of trade, shows an increase of 4,500,000 pounds over that of the past year, which is a gratifying feature. It indicates a more plentiful supply for the coming year.

Squid for bait were found more abundantly on the fishing grounds last fall, than for a number of seasons and the general opinion and experience of the fishermen is, and has been, that the food fish follow the bait fish invariably. The habit of the squid is to remain or visit the same locality for a series of years. Codfish also follow the squid and as a result the catch of codfish increases during such periods.

In ground fish (other than codfish) the catch is 15,000,000 pounds less than the catch of 1907, and 9,000,000 pounds less than 1906. The decrease in 1907 was mostly in the catch of pollock, and in 1906 the decrease was in haddock.

In flitch halibut for smoking, the catch was 55,000 pounds more than 1907; while in fresh halibut it was 265,000 pounds less.

As to prices for codfish, both to the fishermen and to the dealer, there has been no market fluctuation in them throughout the year. Prices have been more uniform than usual and while in some instances, they did not reach so high a point as last year, yet were quite satisfactory to all concerned in the business.

The stock of fish carried over to the year 1909 is a moderate one, and it is hoped that it is large enough to supply the demand through the Lenten season.

We note some marked features in the codfish catch of 1908 in comparison with that of 1907. The increase has been over 7,000,000 pounds in cod brought in salted, while the decrease has been 3,000,000 pounds in cod brought in fresh.

The vessels pursuing the Rip cod fisheries, and salting their fish on the fishing grounds, have done much better than those vessels in this same fishery that iced their catch on the same grounds and brought them in fresh.

The Mackerel Situation.

The mackerel fishery has been a disappointment. As yet after an experience of 100 years in this fishery, the habits of this fish seems as unknown today as a century ago. These fish are considered among the finest and most delicate that swim; experts put them first. This fishery has been of great value to this commonwealth, and the query comes naturally, cannot it become so in the future? The United States government and the local state governments, especially those of New England, are talking especial interest in the preservation and propagation of the mollusk industry along our shores and while doing this, could not these same governments look into the mackerel fisheries, study their habits in such a manner as will result in reviving this important industry?

It has been now nearly 25 years since we have had an average catch of mackerel as we had during the years previous to 1886. It is believed that plenty of mackerel are in the sea. The question is where do they go, and why cannot they be caught same as formerly? Shall we pursue present methods for catching, or use some other?

Men of science, the question is up to you; look not only on the oyster, lobster and clam, but further seaward, to mackerel, and tell us what we can do. You have solved the problem of a supply for the button industry of the Mississippi valley and we think you can do the same for the mackerel industry when this matter is given you to investigate and experiment upon.

The Beam Trawlers.

The year has brought us a new feature in our deep sea cod fisheries, which has been considered by our wisest and most experienced captains and fishermen, and they are conservative when they express their views; that the steam beam trawlers are a great peril to our fishing industry.

During the year, some French steam beam trawlers were on the banks, and the young cod destroyed by them, and thrown back into the sea, while these vessels were on the banks, would amount to thousands upon thousands in number. One captain says, "How long will such a slaughter last?" "Not long, as in a few years, there will not be much left to slaughter." Already, well informed, thinking parties in Newfoundland are much alarmed by this old (but new to us) and destructive method of fishing. The "Standard" of Harbor Grace, one of the leading papers of Newfoundland, makes this statement in an editorial of a column and a half length in a recent issue:

"As for Newfoundland, the people of this country are as one in opposition to the employment of such steamers in our fisheries, inshore or in deep water."

And asks the question, "Cannot our government, United States and France do something in the way of regulation or restriction, so as to protect our bank fisheries from being depleted?" Nova Scotia has already entered a protest against this destructive method of fishing.

A delegate of the Gloucester board of trade brought this matter before the International Congress of Fisheries at

their meeting in Washington, D. C., last September, and in a paper read before that body, suggested that this matter be investigated by the respective governments of the United States Great Britain, France and other nations, interested in such fisheries. A party from Iceland, since the meeting of the above Congress, has written the Gloucester delegate, commending his attitude upon the subject and said in this letter, "that the grounds around Iceland had been depleted by the work of the beam trawlers." Another party from Vancouver, B. C., wrote a letter soliciting about the future of the Pacific fisheries if parties in that vicinity were allowed to use such a method in fishing.